JACQUES FUTRELLE.

Women and Children First-Thank God for Men of America

HONOR'S LAW HIGHER THAN THE LAW OF LIFE

Self-Sacrifice of American Men on Board Sinking Titanic Places Them in Front Kanks of World's Knighthood for All Time.

World's Knighthood for All Time.

By Janet Barry.

(Special to The Times-Dispatch.)
New York, April 17.—Women and children first.

The law of the high seas has prevailed. The law of honor, higher than the law of life, has placed the American man in the front ranks of the world's knighthood for all times. Self-sacrifice, with the roar of hungry ocean waves, crack of lee cranch of steel, shricks and shouts of hundreds, a despairing clasp of the arms of the best beleved, the pleading of her voice, the frightened wall of idolized children—to all these self-sacrifice turns a look of tender, pilying love that must endure for all time, and steeps aside to make way for the next woman and child. Thank God for the men of America.

At the offices of the White Star Line to-day this thought seemed to underlie the whole stratum of sorrow, of tears, of nerve racking suspense, and incessant questioning for the fate of those friends and loved ones whose names appeared on the next words of the sense one knew how many hours.

"Go and see just once more," she would murmur to ber husband, and he, knowing full well the "once" would here me once knew how many hours.

Lizard in neary weather with a south-west gale and the barometer lower than any of the officers had ever seen it in these seas.

The night of the twelfth day we encountered ice flose in the midst of dense pall of fog. It was heavy pack ice charged with tremendous bergs, and there were only occasional chan-nels of open water through it. That night we were frequently directly he-alde immense bergs that towered above our functs. Finally we had to stop runching of the was the most mournal sound that have ever heard, and the most terrifying. The log soon shut down again, and we heard throughout the day the touting of the norm from other ships packed in the nee and help-less. For three days and a haif Chaptain James P. Parker maker left the deck day or night, and for four days I had my schools on From Ericky I way continually through the expecting every moment to strike a long and so down.

When the for Hiro

seals that had been blines to batter. Another berg was disped like a six mendous market basket, who gives are for the handle. The sea was fairly smooth, else we had not been her to tell the story. In places the figure was piled sheet upon shore its plates. One could have red out an walked for miles. At high the effect of the mochlight upon the less me fose and fell in the long swell, we magical. Some of the berge were treasenous they seemed to be ed to the bottom in 246 feet of wate. "When the ship was finally is

when the saip was family in tricated from her serious position headed for Hallfax with three ches. For the captain, She had been danged some \$30,000 worth. We refrom Hallfax in our crippled condition New York in forty-eight hours."

At the offices of the White Sing Marked the whole stratum of sort two, of tears, of nerve raching and the fate of those transmission of a woman in black attood, oblivious trow, of tears, of nerve raching and the fate of those transmission of a woman in black attood, oblivious the state of those transmission of a woman in black attood, oblivious the seal dead in the greatest merian of the crark of modern construction.

A small army had done, to swell the seal dead in the greatest merian the crark of modern construction with the crark of modern construction. The crark of modern construction where the supermore over her had stated to the silent places.

Loeming suddenly out of the night was of the transmission of the control of the work of the work in the case of the work of the work in the state of the work was not better than a thing of a same that the state of the work was on the week and so in the work of the work in horizontally wounded.

OFFICER BUSOF CEFF the cream of the work of the work in the state of the work of the work in the work of the work is horizontally wounded.

OFFICER BUSOF CEFF THE SOF CEFF THE BUSOF CEFF

Vice-President Franklin was criticized for his definite, reassuring declarations of Manday, which tended, as alleged to mislend the public, Mr. Franklin bus given to the public the full text of the wireless are received from Chaptin message received from Captain Haddock, of the Olympic, Monday

affermon, "The reason I did not give it out then," Mr. Franklin said, ewas be-cause it was so discouraging that I felt that it would not be right to alore the public appears. tell that it would not be right to aloren the public unnecessarily. Now that the worst is known. I an willing to give it out. Here it istictant in the public of a continuous and within reached Timnic's position at daybreek. Found boats and wreckage only. Timnle had foundered about 2:20 A. M. in 41.10 north, 50.11 west. All houts accounted for. Mont 675 souls saved, cray and passengers. Latter nearized women and children. Lexiand liner steamship Californian remaining and searching for exact postton of disaster. Carpathia returning and searching for exact postton of disaster. Carpathia returning and searching for exact postton of disaster. Carpathia returning to New York with survivors. Please inform Canard. Some of the Heroes W ho Died That Women and Children Might Live

Titanic Would Have Carried Notable List of People Back to Europe.

the laurel with its willows. The law of the bight seas, "Women and children from the wing on the s. s. on the received a wireless measage from berson, Robert Williams Dantel, who is one of the very few men on the s. s. of Carputhin, saved with the women and children from the wreek of the Ti. tank.

The wire follows:

"Safe, Expect to be in Richmond on Sunday, Mis. Laurel and her son, Changes."

Mis. Laurel with its willows. The law of the true state of afairs, and none seeins of the very few men on the s. s. one of the very few men on the second to think that she was in the state of afairs, and none second to think that she was in the state of a fairs, and none second to think that she was in the second to think that she was in the second to think that she was in the second to the second t

Bache, Mrs. Charles T. Barney, Mr. and Mrs. E. J. Berwind, Governor John A. Dix, Mrs. I. Townsend Burner, Gentland Gentland, Gentland Gentland, Mrs. Richard Gambrill, Mrs. James B. Hargis, Mr. and Mrs. John Hays Gentlands, Gentland Schieger, Mr. and Mrs. Herman Harjes, Mr. and Mrs. Archer M. Harles, Mr. and Mrs. W. D. Sullivan Ogden Mills and Mr. and Mrs. W. D. Slonne.

Custodian of Home for Friendless.

Auburn, N. Y. April 17.—Reginald Hale, one of the second-class passengers loss on the Titanic, was custodian of the Home for the Friendless here.

The Rev. Staart Collett, a second-cabin passenger, reported saved, is the son of the Rev. Thomas Collett, of manned the Fort Byrrin.

St. Johns, N. F., Via North Sidney,

Since the in Richmond on Standary."

Mrs. Daniel and her son, Channing Daniel, left last night for New York been passengers on board the Titanic be on the Cunard wharf when the Carpathia docks to night.

News of Ship's Loss

Purposely Withheld

News of Ship's Loss

News of the cuart to have the Titanic went authenticated source comes the report that the apatin, officers and all the apasenger on the apatin, officers and the Passenger of the trianic went authenticated source comes the report that the apatin, officers and the Passenger of the trianic went authenticated source comes the report that the apatin, officers and the Passenger of the Titanic went authenticated source comes the report that the apatin, officers and the Passenger of the Ship Institute Star Iner Titanic went of the Titanic went authenticated source comes the report that the apatin, officers and the Passenger of the Mrs. Pouter of the Titanic went authentica

Richmond Man Had Taken Passage on Titanic, but Was

By a happy stroke of fortune, anharrowing experiences which were the share of Robert W. Daniel on board the Ill-fated steamer Titanic. II. W. Need Started by Lord Mayor nond man was saved the Walthall, of 907 East Leigh Street who is just completing a tour of the world, had made arrangements to sail nome from England on the Titanic York either late Thursday night or early Friday morning.

The wireless operator on the Carpathia confirmed the stories that the great White Star liner Titanic went.

The white Star liner Titanic went.

White Star liner Titanic went.

tery grave.

Mr. Walthall sailed from California to Australia several months ago. In Australia he spont some time with its brother, who is a tobacconist there. From Australia he sailed to England, and is now spending his fourth week in London. He has decided to sail for America on April 27, arriving in New York the first week of May.

WARNED OF ICE FLOWS, CAPTAIN CHANGES COURSE

while fally they worked like to sare shall the principal signs of life, wreck or death, saw in and children from the births to the gangling the ship, to massengers, absolutely off. They worked like the was goasible to save the massengers, while the passengers, while the passengers, while the passengers, while the passengers with the cre, except the six who can be consisted with the cre, except the six who can be consisted with the crew, went down the carpain of the boats, and the passengers while to save the passengers while the gard while the passengers while the passengers while the passengers while the crew, went down the life was within the subording the captain of the crew, went down while life was within the result of the passengers and the passengers while the crew went to the passengers while the passengers w

CONGRESS ACTS WITHOUT DELAY

Now Drafting Laws to Prevent Sea Catastrophes in Future.

DRASTIC MEASURES PROPOSED

President May Be Directed to Take Matter Up With Maritime Nations.

Washington, April 17.—Congress acted swiftly to-day on the Titanic catastrophe, Bills and resolutions designed to prevent repetition of the awful disaster off the Newfoundland banks poured into both houses. The Senate agreed to a resolution directing a thorough investigation by the Commerce Committee into the causes leading to the wreck, with particular reference to the inadequacy of lifeboots. This resolution, the first in-troduced in the Senate, presented by Senator Smith, of Michigan, who ranks next to the chairman of the Commerce Committee, was passed by unanimous consent in one hour and twenty min-utes.

consent in one hour and twenty minutes.

Senators Martine, of New Jeraey, and Perkins, of California, the Interdential Committee, also introduced bills. Senator Martine proposed that the President be advised that the Senate would favor treaties with maritime nations to regulate the safety of passengers and crew. Senator Perkins's resolution provided for the equipment of ateamers with adequate lige-saving apparatus. It would require that every steamer shall have a sufficient number of seaworthy lifeboats to carry "at one time every passenger and every member of the crew," that it shall not clear any port without certifying to the Pederal supervising inspectors, who would determine the character of such equipment, but would have no discretion whatever as to the number of lifeboats, which would be determined solely by the actual capacity to carry all aboard.

all aboard.

The Perkins resolution even prescribed that the lifeboats should have not less than three cubic feet of displacement for each person.

The Martine resolution was referred to the Foreign Relations Committee, and the Perkins resolution went to the Commerce Committee.

The House Committee on Merchant Marine will speedily take up the many bills and resolutions which have been introduced bearing on the Titanic distance.

Representative Alexauder, of Missouri, chairman of the committee, introduced, two resolutions to-day. One would direct the President to invite the maritime nations of the world to appoint members of an international commission to define this lance and routes and to minimize the danger of collisions at sea. The other yould extend a similar invitation to nations interested in North Atlantic steaming travel to form a commission to arrange for a patrol of North Atlantic waters to warn ships.

Representative Sulzer, of New York,

Representative Sulzer, of New York, chairman of the Foreign Relations Committee, offered a joint resolution, identical with the Senate resolution introduced by Mr. Perkins. The Perkins-Sulzer provisions require one life preserver for each person aboard. They would also make it a felony for any captain, executive officer or resident general agent of a corporation actually charged with control, management, operation, equipment or navigation of occan vessels knewingly to permit a vessel to sail from any port of the United States without full lifesaving equipment. The penalty would be imprisonment at hard labor for not more than ten years. Representative Sulzer, of New York

of London.

New York, April 17.—Mayor Gaynor to-day received the following cable-

"London, Eng., April 17.

"The Mayor, New York:

"Opening fund relief sufferers Titanic disaster. Will warmly welcome
your sympathy.

"LORD MAYOR,

"London." Mayor Gayner at once stated that Mayor Gaynor at once stated that funds for the relief of sufferers would be received at the Mayor's office, and cabled the Lord Mayor of London as follows: "Lord Mayor, London:

"Lord Mayor, London:
"Relief fund Titanic sufferers has our hearty sympathy, Will open one here.
"Mayor of New York."
Flags on the City Hall and other public municipal buildings have been half-masted by the order of Mayor Gaynor, in sympathy for those lost of the passengers and crew of the Titanic,

Reveals Secret of Woman's Charms

The woman who always has a smooth, velvety complexion that re-dicets youthfulness never uses powder. The hest thing for beautifying and preserving the complexion is a lotion made with four ounces of spurmax.

laic one of the second-class passengers and so the Titanic was custoding of the Home for the Price Pri